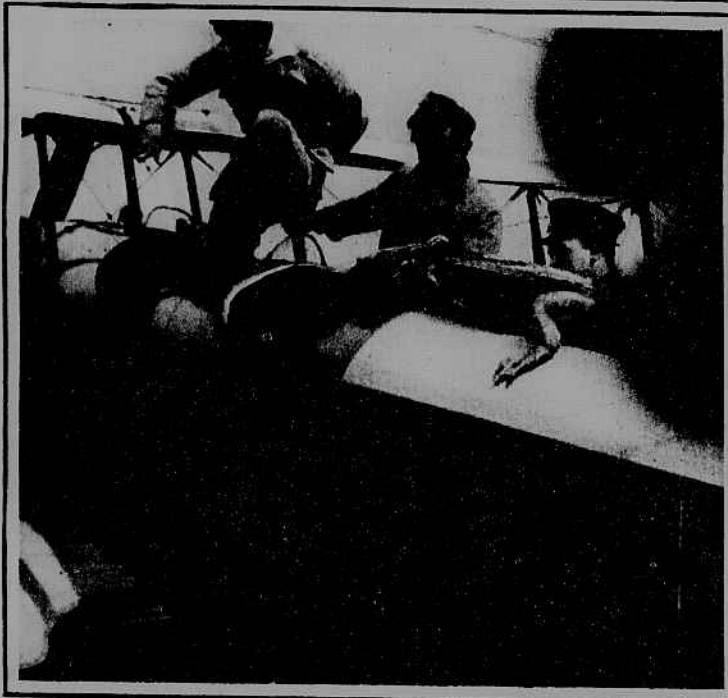


Picturesque, yes. Healthy, you bet. But lonely, yea verily—and then some. 'Tis hard to imagine a more lonesome job than keeper of the famous Cape Henry Light, that warning beacon of the Virginia coast which throws its 22,000 candlepower beam nineteen miles to sea. In this artistic camera study the lonely sentinel stands imperturbable as an angry surf breaks at its foundation.

Gillman

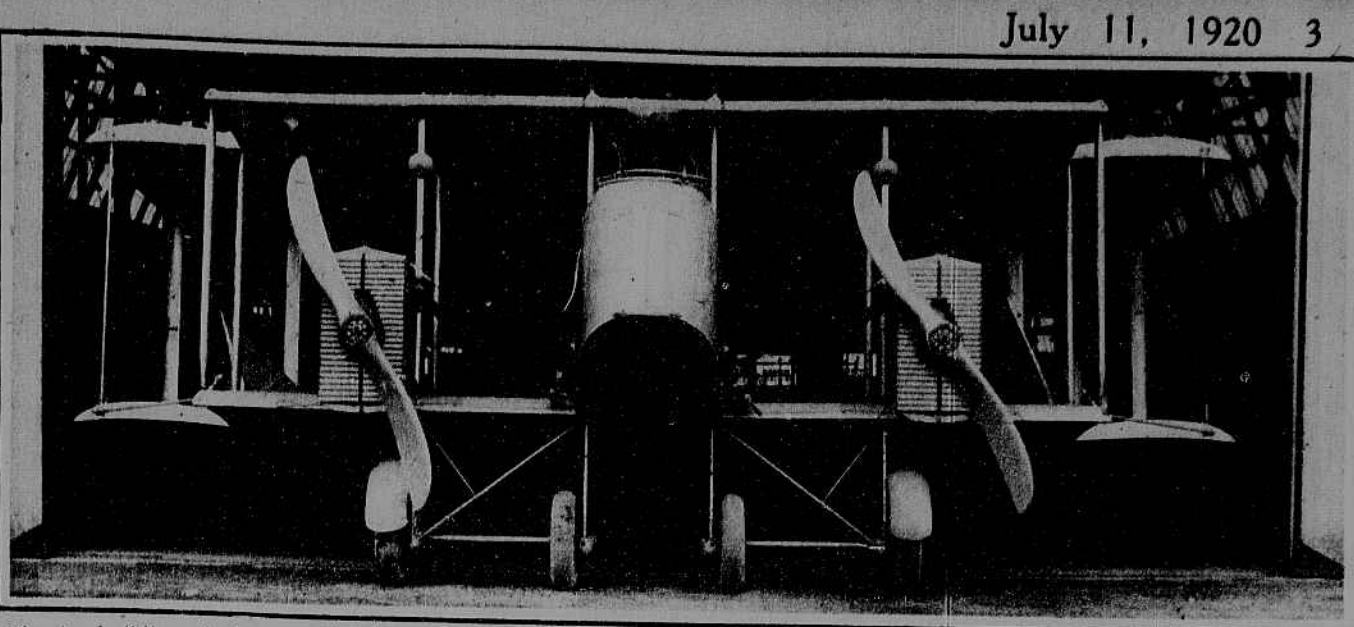
Who says alligators don't fly? Some army aviators in the South recently caught one of the reptiles and (thirsting for zoological knowledge) took it aloft several thousand feet, to test its nerve. Mr. Alligator never so much as blinked an eye.

Morison



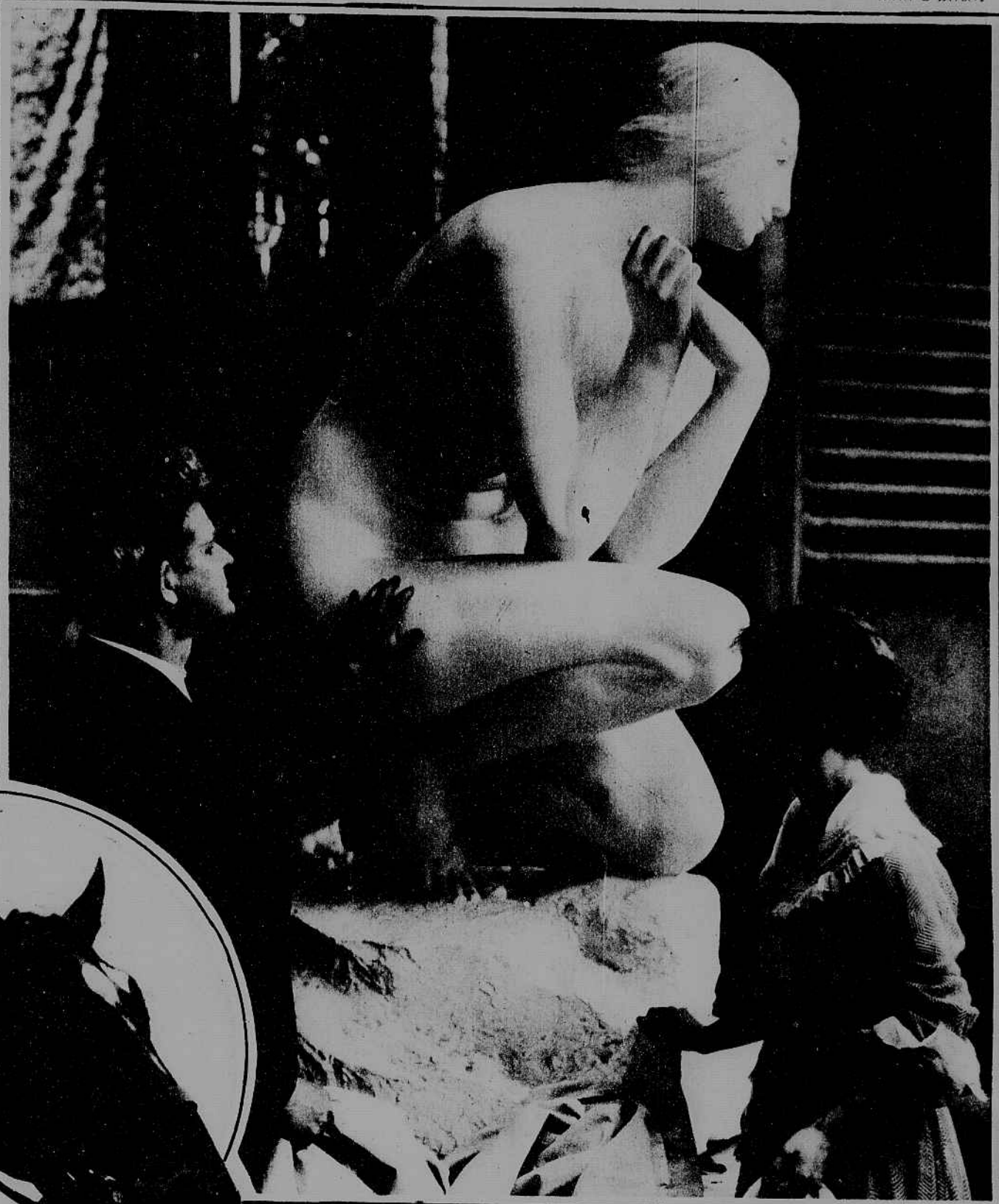
The head of S. D. Riddle's priceless "Man o' War," the sensational three-year-old which recently broke the world's record for the mile and three furlongs.

Eastwood



They're building airplanes so big these days that even the largest hangars won't accommodate them. The new Martin Navy Torpedo Plane, forerunner of what may be expected in the way of naval warfare in our next conflict, is equipped with 72-foot wings which fold to 35 feet, permitting it to be housed in hangars of ordinary dimensions.

Kudel & Herbert



George Grey Barnard, American sculptor of the Lincoln head which aroused so much discussion, shows his latest masterpiece, "The Rising Woman," to that screen favorite, Anne Caldwell. The heroic figure has just been set up on Rockefeller's Pocantico Hills estate.



Jack Pickford's better half, Olive Thomas, one of the most famous good-looking of the screen, communes with a China Buddha as she poses for this attractive "still."

Bradley Studios

Right—The most famous yacht in the world, the historic old schooner America, first to humble England's yachting pride when she won the Royal Yacht Squadron's trophy in a race around the Isle of Wight, August 22, 1851. At the finish she was eight miles ahead of the nearest boat, and Queen Victoria asked: "Who is second?" The reply was: "There is no second." During the Civil War she was a privateer, later she was sunk in the St. John's River, Florida; then raised and used as an Annapolis training ship. In 1870 she was one of the defenders in the first America's Cup race held in this country. Then for twenty years she lay at a Boston wharf. In 1901 she was again put in commission (when this photo was made of her off Sandy Hook) and took part in the annual cruise of the New York Yacht Club.

C. Curtis

